

International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The inspections shall be done in accordance with Jetstream Alert Service Bulletin J41-A53-023, dated December 2, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in British airworthiness directive 007-12-96.

(e) This amendment becomes effective on December 23, 1998.

Issued in Renton, Washington, on November 9, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AWP-21]

#### Revision of Class D Airspace; San Diego-Gillespie Field, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises the Class D airspace area at San Diego-Gillespie Field, CA by lowering the ceiling from 2,900 feet Mean Sea Level (MSL) to 2,400 feet MSL. The proposed modification of the San Diego, CA, Class B airspace area would create a narrow 300 foot corridor northeast of Gillespie Field. This corridor would reduce the available airspace for aircraft that are approaching or overflying

Gillespie Field from the northeast. Lowering the Gillespie Field Class D airspace ceiling will create an 800 foot corridor along this same route, thereby increasing navigable airspace for aircraft operating under Visual Flight Rules (VFR).

**EFFECTIVE DATE:** The direct final rule published at 63 FR 50140 is effective 0901 UTC, December 31, 1998.

**ADDRESSES:** Send comments on the direct final rule confirmation date in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-21, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

#### FOR FURTHER INFORMATION CONTACT:

Debra Trindle, Air Traffic Division, Airspace Specialist, AWP-520.10, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

**SUPPLEMENTARY INFORMATION:** On September 21, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments, which revised the Class D airspace at San Diego-Gillespie Field, CA by lowering the ceiling of the Class D from 2,900 feet Mean Sea Level (MSL) to 2,400 feet MSL. (FR Document 98-25208, 63 FR 50140, Airspace Docket No. 98-AWP-21). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 31, 1998. No adverse comments were received; therefore this document confirms that this direct final rule will become effective on that date.

Issued in Los Angeles, California, on October 30, 1998.

**John G. Clancy,**

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 98-30792 Filed 11-17-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AWP-20]

#### Revision of Class E Airspace, San Diego, North Island NAS, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises the Class E airspace area at San Diego North Island NAS, (NZY), CA.

**DATES:** The direct final rule published in 63 FR 46166 is effective at 0901 UTC, December 3, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Debra Trindle, Air Traffic Division, Airspace Specialist, AWP-520.10, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261; telephone: (310) 725-6613.

**SUPPLEMENTARY INFORMATION:** On August 31, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments, which revised the Class E airspace area at NZY, CA. (FR Document 98-23367, 63 FR 46166, Airspace Docket No. 98-AWP-20). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 3, 1998. No adverse comments were received, therefore this document confirms that this direct final rule will become effective on that date.

Issued in Los Angeles, California on October 27, 1998.

**John G. Clancy,**

*Manager, Air Traffic Division, Western Pacific Region.*

[FR Doc. 98-30790 Filed 11-17-98; 8:45 am]

BILLING CODE 4910-13-M